





## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
**EASTMAN'S KODAKS AND FILMS.**  
64, QUEEN'S ROAD.

## M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
22, QUEEN'S ROAD CENTRAL.

## JAPAN COALS.

**THE MITSUI BUSSAN KAISHA**  
(MITSUI & CO.)  
HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.  
LONDON BRANCH: 34, LINE STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, 108 HONG KONG STREET, FIRST FLOOR.  
OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama,  
Tokushima, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimomatsu, Moji, Waka-  
saki, Kanagi, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate,  
Taipei, etc.  
Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the  
State Railways; Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Hondo, Kanada, Kishima, Mameda, Mannoura,  
Onoura, Otsuji, Sasahara, Tsubokuro, Yoshinaka, Yoshio, Yuzokibara, and other  
Coals.  
N. INUZUKA, Manager, Hong Kong.  
Hongkong, November 22, 1932.



A healthy child is  
naturally full of life.  
His mother will tell you  
**Rainier Beer**  
did her a lot of good  
its pure ingredients  
its perfect brewing  
when used in moderation  
all tend to build up the  
system.  
Better try it yourself  
**SEATTLE BREWING  
& MALTING CO.,**  
SEATTLE, WASH.  
PHONE RAINIER 30

(Special terms to large buyers) 4 dozen Pints..... \$18.00  
or 4 dozen Quarts..... \$18.00

**A. S. WATSON & Co., Ltd.,**  
Sole Agents for HONGKONG, CHINA AND MANILA.

## DINNEFORD'S

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections,  
Safest and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the  
Sickness of Pregnancy.

**DINNEFORD'S  
MAGNESIA**

## A PERFECT BEVERAGE.

Preferred by Connoisseurs  
for its high quality and  
delicious natural flavor.

**van Houten's  
Cocoa**

Rich in nourishing and  
stimulating properties, it  
builds up and invigorates  
the system.

**Best & Goes Farthest.**

## Intimations.

**HONGKONG AND SHANGHAI  
BANKING CORPORATION.**

THE DIVIDEND declared for the half-  
year ending 31st December, 1932, at  
the rate of One Pound and Ten Shillings  
together with a Bonus of Ten Shillings  
Sterling per share of £125, is Payable on  
and after MONDAY, the 10th day of  
February current, at the Office of the  
Corporation, where Shareholders are  
requested to apply for Warrants.  
By order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, February 14th, 1933. 313

## HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING  
of the MEMBERS of the Association  
will be held at the Hongkong Hotel on  
FRIDAY, 20th February, at 6 p.m. for  
the purpose of passing the Accounts for  
1932, electing a Committee and Officers for  
1933, and to consider a proposal to Amend  
the Statutes of the Rifle Association.  
Members are earnestly requested to attend.  
M. S. NORTHCOPE,  
Hon. Secretary.

Hongkong, February 6, 1933. 203

## HONGKONG AND WHAMPOA DOCK

CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEET-  
ING of the SHAREHOLDERS will be  
held in the Office of the COMPANY,  
Queen's Buildings, New Praya, on  
MONDAY, the 23rd February, 1933, at  
12 o'clock Noon, for the purpose of receiv-  
ing the Report of the Directors and the  
Statement of Accounts to the 31st  
December, 1932.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 9th to the 23rd  
February (both days inclusive).  
By order of the Board of Directors,  
GEO. A. CALDWELL,  
Acting Secretary.

Hongkong, February 3, 1933. 240

## THE

HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY,

LIMITED.

NOTICE is hereby given that an  
EXTRAORDINARY MEETING of the  
MEMBERS of the HONGKONG, CANTON  
AND MACAO STEAMBOAT COMPANY, LIMITED,  
will be held at the COMPANY'S Office in Bank Buildings,  
Victoria, Hongkong, on TUESDAY, the  
24th February, 1933, at 12 o'clock a.m.  
when the subject of Resolution which was  
passed at the Extraordinary General Meet-  
ing of the Company held on the 7th  
February, 1933, will be submitted for  
confirmation as a Special Resolution.  
That the Articles of Association be  
altered in manner following:-  
(a.) In Article (79) the word 'nine  
thousand' shall be substituted for the word  
'seven'.  
(b.) In Article (88) the words 'nine  
thousand' shall be substituted for the  
words 'seven thousand'.  
By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 7th February, 1933. 272

## HONGKONG FIRE INSURANCE CO.,

LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY  
ANNUAL MEETING of SHARE-  
HOLDERS in the above Company will be  
held at the Office of the COMPANY,  
Podders Street, on MONDAY, the 2nd  
day of March, 1933, at 12 o'clock Noon,  
to receive a Statement of Accounts to the  
31st December, 1932, and the Report of the  
Directors and to elect a Consulting  
Committee and Auditors.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 10th  
February, to the 2nd March, both days  
inclusive.  
JARDINE, MATHESON & CO.,  
General Managers,  
Hongkong Fire Insurance Co., Ltd.  
Hongkong, February 9, 1933. 275

## THE CHINA FIRE INSURANCE

COMPANY, LIMITED.

THE THIRTY-FOURTH ORDINARY  
MEETING of SHAREHOLDERS in the  
Company will be held at the COM-  
PANY'S OFFICES, No. 3, Queen's Road  
Central, Victoria, on THURSDAY, the 5th  
day of March, 1933, for the purpose of  
receiving a Statement of Accounts to the  
31st December, 1932, and the Report of the  
Directors for the year ending  
31st December, 1932.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 19th  
instant to the 5th proximo, both days  
inclusive.  
By Order,  
GEO. L. TOMLIN,  
Secretary.

Hongkong, February 6, 1933. 279

## THE NEW FRENCH REMEDY

**KEATING'S LOZENGES**

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

## Intimations.

**NOTICE TO MARINERS,**  
No. 155 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

New Channel over Woonung  
Outer Bar.

NOTICE is hereby given that a new  
channel has opened over the Woonung  
Outer Bar, with a least depth of 12'  
4" in it at Low Water of Spring Tides, i.e.,  
with one foot more water than in the  
old channel.

To use the new channel entering Woonung,  
pass the Outer Bar Lightboat at a  
distance of 15 cables on the starboard  
hand and steer for the Fort Buoy. Care  
is necessary to avoid being swept on to the  
lightboat by the flood tide, which in its  
neighbourhood runs astern of the channel.  
Until the 28th instant, the Outer Bar  
Signals will continue to indicate the depth  
of water in the old channel and the colour-  
ed sectors of Woonung Light will remain  
as before.

On and after the 1st March, the Outer  
Bar Signals will indicate the depth of  
water in the new channel.

W. F. TYLER,  
Acting Coast Inspector.

Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 12th February, 1933. 333

## NOTICE TO MARINERS,

No. 156 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

Precautions to be taken in crossing  
the Woonung Outer Bar.

Referring to Notice to Mariners,  
No. 155 (Special),—Notice is hereby  
given that until the 1st March next, i.e.,  
during the period that both channels over  
the Woonung Outer Bar are in use, it is  
recommended that the following Rules be  
observed in order to facilitate traffic and  
avoid accident.

1.—Vessels, approaching the Outer  
Bar, whose draft admits of their  
crossing by the old channel, should  
not use the new channel, but  
leave it free for larger vessels.

2.—Vessels intending to use the new  
channel should, when approaching it,  
hoist 'V' of the International  
Code of Signals at the fore.

3.—No vessel should use the new  
channel at night.

W. F. TYLER,  
Acting Coast Inspector.

Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 12th Feb., 1933. 334

## NOTICE TO MARINERS,

No. 157 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

Alterations in Aids to Navigation at  
the Woonung Outer Bar.

Referring to Notice to Mariners,  
No. 155 (Special),—Notice is hereby  
given that on or about the 1st March next  
the following changes in Aids to Naviga-  
tion near the Woonung Outer Bar will be  
effected.

THE WOONUNG OUTER BAR  
LIGHT-BOAT will be shifted so as to  
mark the Southern side of the outer en-  
trance to the new channel.

CAUTION: When this change has been  
made and until directions  
for crossing under the new  
conditions have been pub-  
lished, vessels should exer-  
cise special caution in this  
neighbourhood. The pre-  
scent best crossing by the  
new channel as given in  
Notice to Mariners, No.  
155 (Special) is with the  
Fort Buoy bearing S. 81°  
W. magnetic.

W. F. TYLER,  
Acting Coast Inspector.

Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 12th February, 1933. 335

## WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

WHY COUGH?

## Intimations.

**"ANGLO-AMERICAN"**

行洋 STORES, 樂保

Hongkong, No. 1 & 3, Wellington St.

Kowloon, No. 64, Elgin Road.

HIGH-CLASS PROVISION DEALERS.

**SUPPLIES FRESH**

**MONTHLY.**

SPECIAL CARE TAKEN TO GIVE SATISFACTION BOTH TO RESIDENT AND COAST

PORT CUSTOMERS.

Price List will be forwarded on Application.

**DOOLITTLE & POLLOCK,**

Proprietors.

TO LET.

TO LET.

KOWLOON, near the Ferry, UN-  
FURNISHED ROOM, Imme-  
diate Possession.  
Apply 'R. P.'  
'CHINA MAIL' Office.  
Hongkong, February 17, 1933. 332

TO LET.

HOUSES TO SUIT ALL REQUIREMENTS.  
FURNISHED HOUSE on Robinson  
Road (near Glenelg) 4 ROOMS.  
No. 6 REDNAXELA TERRACE.  
SEVERAL newly-built HOUSES at  
MONTAGNA Hill, Gar. Cheap EURO-  
PEAN PLANTS in Wanchai Road.

The Undersigned will be glad to under-  
take the letting, etc., of Houses for Owners  
of Property.  
S. A. SETH,  
DAIRY FARM CO.,  
Hongkong, February 18, 1933. 207

TO LET.

NOS. 10, 12 and 14, LEIGHTON HILL  
ROAD.  
For Particulars, please apply to  
Mr. LI PAK,  
Care of Comptroller,  
Nippon Yusen Kaisha,  
1st Floor No. 1, Prince's Buildings,  
Chater Road.  
Hongkong, December 5, 1932. 2512

TO LET.

FURNISHED, for nine Months from  
13th May next, 'Taverna,' Upper  
Richmond Road, SIX LARGE ROOMED  
BUNGALOW, with Tennis Court.  
Apply to  
A.H.S. LANE, CRAWFORD & CO.  
Hongkong, February 9, 1933. 274

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95  
and 96, PRINCE ROAD.  
TWO ROOMS above New VICTORIA  
HOTEL.  
Apply to  
H. N. MODY,  
Victoria Buildings.  
Hongkong, December 2, 1932. 2483

TO LET.

GODOWNS (over with granite at  
WANCHAI, with fire, suitable for  
Storage of Coal or any other mer-  
chandise.  
Apply to  
555 QUEEN'S ROAD.  
Hongkong, December 8, 1932. 2528

TO LET, AT WANCHAI GAP ROAD.

TOP FLAT OF SEAVIEW, containing 3  
Large Airy Rooms, with Kitchen,  
Bath-house and Gas Ltd.  
Possession from 1st March, 1933.  
Apply to  
F. G. ALLEN.  
Hongkong, January 26, 1933. 182

TO LET, FURNISHED.

A FIVE-ROOMED HOUSE at  
MOUNTAIN VIEW, PEAK, from 1st  
April till 31st October.  
Apply to  
'X. Y. Z.,'  
Care of 'CHINA MAIL' Office.  
Hongkong, January 27, 1933. 195

TO LET.

HOUSES in LEIGHTON HILL ROAD.  
THE RETREAT, MOUNT KELLY.  
FLATS in MONTAGNA TERRACE, CRAWFORD  
BAY, facing the Polo Ground.  
GODOWNS at BOWRINGTON (Praya  
East).  
No. 1 RIFLE TERRACE.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, January 27, 1933. 194

TO LET.

NEW THREE STOREY HOUSES,  
Caine Road, (Opposite Sir Paul  
Chater's Residence), and TWO HOUSES  
in Barrow Terrace, Kowloon.  
Apply to  
SAM WANG & CO., LD.,  
81, Queen's Road Central.  
Hongkong, January 30, 1933. 204



and if all kinds of internal taxes upon goods in transit had been got rid of, the treaty would be still more beneficial. But as a matter of fact, while this is abolished in name, a number of internal taxes are retained, or rather, it would be more correct to say, are created for the future; and, furthermore, the native Custom-houses are retained in considerable numbers. Mr. Little, in fact, asserts that the list of native Custom-houses given in the treaty is totally incorrect—that only the principal Custom-houses are included in it, and that the number of subordinate ones is very much larger. Moreover, he alleges that the native Custom-houses practice the same system of extortion that was usual with the collectors of like. And he makes this charge on the strength of his own knowledge. True, the native Custom-houses are to be under the supervision of a member or members of the Maritime Customs Department; but it is obvious that a few members cannot supervise native Custom-houses scattered all over the Chinese Empire. We have said that several internal transit duties are retained, and we shall instance a few cited by Mr. Little. The fifth paragraph of the treaty provides that native produce in transit shall, on arrival at the first Custom-house after leaving the place of production, pay duty. The ninth paragraph levies a tax hitherto unknown in China—upon junks, boats, or carts. And yet the amount of the tax is not specified. It is only arranged that whether the rate is to be uniform all over the Empire, or whether each province may impose a special rate. We need not go farther into details, referring our readers to the little pamphlet itself. We hope that the matter will be strongly urged upon the Government by the Chambers of Commerce and all engaged in the Chinese trade, and that the defects pointed out by Mr. Little will be remedied. The treaty in its main objects, no doubt, is beneficial, but it has not been sufficiently thought out, and clearly it does not attain the aims set before him by the British negotiator.

**Though the cost of making finest toilet soaps has nearly doubled, the retail price, ingredients, and superior quality of Vinolia Soap remain unchanged. For the complexion.**

## THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.  
INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.  
Apply to—  
THE MANAGER OF WORKS AT HONGKONG;  
SHEWAN, TOMES & CO., General Managers.

## THREE CASTLES CIGARETTES

in Patent Air Tight Tins.

## CAPSTAN TOBACCO

in Patent Air Tight Tins,  
Three Strengths,  
Mild, Medium and Full.

These Brands are always reliable. Tobacco in fine condition in all CLIMATES. Made by

W. D. & H. O. WILLS,  
British-American Tobacco Co., Ltd.,  
HONGKONG.

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## YUEN KEE CO.

COAL MERCHANTS,  
No. 17, CHIU LOONG STREET,  
(NEAR MESSRS. LANE, CRAWFORD & CO.)  
HONGKONG.  
CHINA.  
Hongkong, June 13, 1902. 1254

## A. G. GORDON,

MEMBER INSTITUTION OF ENGINEERS AND SHIPBUILDERS IN SCOTLAND,  
CONSULTING MARINE ENGINEER,  
AND  
NAVAL ARCHITECT.  
Damage, Collision and Wreck Surveyor.  
14, Des Vaux Road, Central.  
Telegrams: 'PENDING.' 2244

## YUEN KEE CO.

COAL MERCHANTS,  
No. 17, CHIU LOONG STREET,  
(NEAR MESSRS. LANE, CRAWFORD & CO.)  
HONGKONG.  
CHINA.  
Hongkong, June 13, 1902. 1254

## HOP FUNG,

SHIP CHANDLER & CO.,  
Nos. 30 & 32 Wing On St. Central.  
ESTABLISHED 1872.  
DEALER IN ALL KINDS OF  
NEW IRON, METAL & STEEL for  
ENGINEERING WORK,  
STEEL BOILER-PLATES,  
COPPER PIPES, GAS TUBING,  
ANCHORS & CHAINS,  
STEEL TEES and JOISTS.  
Hongkong, January 4, 1902. 25

## 三才

1.—THE TRI-METRIC CLASSIC.

2.—THE THOUSAND WORDS POEM.

Translated from the Chinese  
by E. J. EYRE, Pa.D.

To be had—Price 40 Cents the set—from  
the CHINA MAIL Office, 5 Wyndham Street.

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office—Price 21 each.

CHINA MAIL Office.

## Dentistry.

### DENTISTRY.

SUI SANG,  
Lately Practising with Dr. I. SAKATA,  
DENTIST.  
Connaught Road, near Blake Pier.  
Hongkong, December 3, 1902. 622

SIEN TING,  
Surgeon Dentist,  
No. 14, D'ARVILLE STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 24, 1900. 629

TSU FAN,  
DENTIST.  
PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50 Queen's Road, Central.  
Hongkong, November 25, 1902. 2427

Mr. CHADWICK KEW,  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.  
OFFICE HOURS: 9 A.M. to 5 P.M.  
Hongkong, March 18, 1902. 585

## Hotels.

Pelham House,  
FAMILY HOTEL,  
WYNDHAM STREET.  
M. MOORE,  
Proprietor.

THE WAVERLEY HOTEL,  
ICE HOUSE STREET, HONGKONG.  
A First-Class Private  
Family Hotel.

HANDSOMELY FURNISHED and  
Exceedingly Spacious Rooms.  
Very MODERATE TERMS to FAMILIES  
by the DAY or MONTH.  
Hongkong, December 18, 1900. 2639

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet  
locality, away from the din and  
disturbance of the City, and surrounded by  
a delightful Garden in an ideal place of  
Residence. The building stands on an  
eminence, giving a magnificent view of the  
Harbour and the City of Victoria. It is  
within easy access of the Kowloon Wharves,  
where the principal Mail Steamers disembark  
passengers, and from which there is  
regular ferry service to Hongkong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBORN, R. F. DALY  
Proprietors.  
Hongkong, December 6, 1900. 250

## THE QUEEN'S HOTEL.

ELGIN ROAD, KOWLOON.  
THREE minutes' walk from the Steamers  
Wharves, and seven minutes by  
Ferry-launch from the City of Victoria.  
A First-Class Hotel, with thirty-five very  
airy Bedrooms.  
Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern  
styles.  
H. RUTONJEE,  
Proprietor.  
Hongkong, March 3, 1902. 469

## HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK,  
near the TRAM TERMINUS. T. LEITCH 50.  
For Terms,  
Apply to the MANAGER. 741

## THOMAS' HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.  
THIS Hotel, having changed hands, has  
been re-fitted after the style of a  
First-Class European Hotel, with rooms  
en suite and single, furnished with every  
regard to perfect comfort and convenience.  
The Hotel is in very close proximity to the  
principal Banks, Shipping, Insurance, and  
Mercantile Offices.  
MODERATE TAIRF.  
Hongkong, December 20, 1902. 2622

## NOTICE TO SUBSCRIBERS.

WE BEG TO NOTIFY that on and after  
the 1st January, 1903, the Subscription to  
the China Mail will be as follows:—  
Per Quarter ..... 8  
Per Month ..... 3  
The Subscription for the Overland China  
Mail will be as follows:—  
Per Annum ..... \$15.00.  
Per Copy ..... 0.35.  
BAIN AND REID,  
Proprietors.

## WEEKLY NEWS FOR HOME.

## The Overland China Mail

Published to suit the Departure  
of each English and French  
Mail Steamer to Europe.

## FULL REPORTS

AND ALL THE LATEST INTELLIGENCE  
(Commercial, Shipping, etc.).  
\$15 per ANNUM (including Postage).  
CHINA MAIL OFFICE,  
5 WYNDHAM STREET, HONGKONG.

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. Seymour E. Brinkin	Singapore
Albion	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jerram	Amoy
Albatross	cruiser, 1st class	1050	6	1400	Commander R. Nugent	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Winham, C.V.O.	Hongkong
Argonaut	cruiser, 1st class	9000	12	13,000	Captain George H. Cherry	Hongkong
Blenheim	gunboat, 1st class	710	6	1300	Captain F. G. Stopford	Shanghai
Brantford	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hankow
Cressy	gunboat, 1st class	12,000	14	21,000	Lieut.-Com. T. D. Pratt	Hongkong
Chorub	water tank and tug	300	—	—	Captain Henry M. Tudor	Hongkong
Eclipse	cruiser, 2nd class	5600	11	9500	Captain Robert H. S. Stokes	Amoy
Elk	g.-lt. 3rd class coast defence	363	3	200	—	—
Epigale	g.-lt. 3rd class coast defence	1070	10	1400	—	—
Fama	torpedo boat destroyer	380	—	5700	—	—
Farallone	cruiser, 3rd class	1550	12	3200	Comdr. Ernest Barton	Shanghai
Firebrand	gunboat, 2nd class	455	4	850	Comdr. John J. Graham	Hongkong
Gloria	battleship, 1st class	12,950	16	13,500	In Reserve	Hongkong
Goliath	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Singapore
Handy	torpedo boat destroyer	276	6	4000	Capt. F. H. Henderson, C.M.G.	Shanghai
Hart	torpedo boat destroyer	276	6	4000	Lieut.-Com. G. O. Hardy	Weihaei
Humber	storeship	1840	—	800	—	Hongkong
Janus	torpedo boat destroyer	280	6	3800	Comdr. J. D. Dainton	Hongkong
Kinshasa	river gunboat	—	4	—	Fleet Reserve	Yangtze-Kiang
Moorehead	river gunboat	180	2	800	Lt.-Comdr. G. B. Powell	Canton
Mutine	ship	280	10	1400	Lt.-Comdr. G. G. Webster	Hongkong
Ocean	torpedo, 1st class	12,950	16	13,500	Comdr. C. W. M. Plenderleath	Hongkong
Other	torpedo boat destroyer	350	6	6300	Captain R. W. White	Shanghai
Phoenix	ship	1015	6	1400	Lt.-Com. C. P. Mansel	Amoy
Pique	cruiser, 2nd class	3600	8	7000	Commander W. H. Nicholson	Hongkong
Rambler	Surveying-vessel	835	8	650	Capt. Harry O. Reynolds	Hongkong
Rinaldo	ship	880	10	1400	Captain Morris H. Smyth	Hongkong
Robin	river gunboat	85	2	240	Com. J. St. A. Wake	Canton
Rosario	ship	980	6	1400	Lt.-Com. John P. Irwin	Shanghai
Sandpiper	river gunboat	85	2	240	Comdr. C. A. W. Hamilton	Hongkong
Snipe	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	Shanghai
Taku	torpedo boat destroyer	250	6	6500	Lt.-Comdr. Worsley	Hongkong
Talbot	cruiser, 2nd class	5600	11	9500	Fleet Reserve	Shanghai
Tamar	receiving ship	4650	6	—	Captain Lewis Bayly	Hongkong
Teal	river gunboat	180	2	800	Comdr. R. W. Dalgety	Shanghai
Twoed	coast defence gunboat	363	3	200	Lieut. Forbes	Wuhsung
Vestal	ship	880	10	1400	Comdr. S. St. John Farquhar	Hongkong
Waterwitch	surveying ship	420	—	450	Lt.-Comdr. Ernest G. Hardy	Shanghai
Whiting	torpedo boat destroyer	260	6	5800	Lt.-Com. C. Mackenzie, D.S.O.	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Com. Hugh Somerville	Hankow
Woodlark	river gunboat	150	2	550	Lieut.-Com. Chilcott	Shanghai.

\* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.O.B., Commander-in-Chief.

\*\* Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Kaiser Karl VI	Austrian cruiser	6250	20	12,830	Captain Dredger	Nanking
Alouette	French gunboat	390	—	—	Lieut. A. Belloy	Shanghai
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspio	French gunboat	475	3	450	Commander Journef	Saigon
Avalanche	French gunboat	—	—	—	—	Canton Riv.
Bengali	French gunboat	580	—	—	Lieut. Fitte	Haiphong
Bugeaud	French cruiser	4009	19	9000	Capt. Lefevre	Nanking
Chateaufort	French cruiser	8001	—	—	Capt. de Pampelonne	Hongkong
Comete	French gunboat	525	—	—	Commander Loeuf	Haiphong
Decade	French gunboat	690	—	—	Commander Leamy	Shanghai
Entrepreneur	French flag ship	8114	14	13,500	Captain Fourmet	Tonkin
Friant	French cruiser	3739	10	8000	Captain Serrie	Wuhsung
Kersaint	French gunboat	1250	6	2500	Capt. Le Goullier	Canton
Lion	French gunboat	470	—	—	Capt. Bécue	Saigon
Olry	French gunboat	—	—	—	Capt. Hurst	Yangtze
Pascal	French cruiser	3968	14	8500	Captain Bonifoy	Shanghai
Redoubtable	French cruiser	9437	8	6071	Capt. Vincens	Shanghai
Sfax	French cruiser	1890	—	—	Capt. Vincent	Saigon
Surprise	French gunboat	629	2	900	Captain Mornet	Kwangchauwan
Taking	French gunboat	—	—	—	—	Yangtze
Vauban	French cruiser	—	—	—	Captain Blondel	Along Bay
Vigilant	French gunboat	—	—	—	—	Canton
Viper	French gunboat	400	4	441	Ce adr. Villeneuve	Saigon
Bussard	German cruiser	1600	8	2900	Comdr. Huss	Kiautschow
First Bismarck	German flag ship	11,000	38	14,000	Captain Friedrich	Amoy
Geier	German cruiser	1600	8	—	Comdr. Wuthmann	Singapore
Hansa	German cruiser	6000	20	10,000	Capt. von Sennern	Amoy
Hertha	German cruiser	6000	20	10,000	Capt. Ingenholf	Amoy
Ilis	German gunboat	1000	10	1300	Comdr. Commander Platon	Hongkong
Jaguar	German gunboat	900	10	1300	Comdr. Willbrandt	Shanghai
Luchs	German gunboat	850	10	—	Comdr. Krusenke	Yangtze
Seeadler	German cruiser	1600	8	2500	Comdr. Hoffmann	Nanking
Tiger	German gunboat	900	10	1300	Comdr. Schradler	Hongkong
Vorwarts	German gunboat	—	—	—	Lieut.-Comdr. von Weiss	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Lombardia	Italian cruiser	2900	10	6843	Captain John Boet	Shanghai
Marco Polo	Italian cruiser	4833	16	10,543	Captain Botti	Amoy
Piemonte	Italian cruiser	2500	32	12,000	Captain Armona	Shanghai
Vesuvio	Italian cruiser	4600	14	6820	Captain Zevi	Shanghai
Din	Portuguese gunboat	720	—	—	Captain d'Azavedo	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barbosa Leal	Macao
Alcot	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amour	Russian cruiser	2600	5	4700	Comdr. Gramschikov	Port Arthur
Askold	Russian cruiser	8500	—	—	Capt. Reitzschstein	Nagasaki
Bobro	Russian gunboat	1050	8	1150	Comdr. Zarevsky	Nagasaki
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yousif	Port Arthur
Gromiatzky	Russian gunboat	1490	6	2900	Comdr. Zagarauky	Shanghai
Gromoboi	Russian battleship	12,384	44	14,500	Captain Jessen	Nagasaki
Korost	Russian gunboat	1000	6	1000	Comdr. Shumoff	Shanghai
Korost	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Nanking
Mandjour	Russian gunboat	1224	7	1400	Commander Muraviev	Shanghai
Orskoy	Russian gunboat	1490	6	2900	Comdr. Vasiliev	Port Arthur
Perspekt	Russian battleship	12,674	15	14,500	Captain Koroleff	Nagasaki
Petrovsk	Russian battleship	10,960	16	10,600	Captain Jacevoff	Port Arthur
Poltava	Russian battleship	10,960	16	10,600	Captain Oseroff	Port Arthur
Rasvynies	Russian cruiser	1334	10	1788	Comdr. Lysen	Kwangchauwan
Rossia	Russian protected cruiser	12,200	32	17,000	Captain Saperanipoff	Vladivostok
Rurik	Russian protected cruiser	10,923	25	13,250	Capt. Matusovich	Nagasaki
Saratopol	Russian battleship	10,960	16	10,600	Captain Serobrennikoff	Nagasaki
Silach	Russian gunboat	950	2	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Sivorch	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
Varyag	Russian cruiser	6500	27	30,000	Capt. Bahr	Port Arthur
Venduk	Russian gunboat	600	9	3800	Comdr. Zagoriansky-Kissel	Port Arthur
Zabiska	Russian cruiser	1230	—	1184	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Manila
Don Juan de Austria	U. S. gunboat	1169	8	1800	Commander C. G. Bowman	Manila
Frölie	U. S. gunboat	—	—	—	Lieut.-Comdr. J. M. Helm	Manila
General Alava	U. S. gunboat	1800	—	—	Lieut.-Comdr. W. F. Halse	Manila
Halona	U. S. gunboat	1800	—	9 1938	Comdr. R. B. Ingersoll	Manila
Kanawha	U. S. flag ship	11,500	41	10,000	Captain C. H. Stockton	Manila
Manila	U. S. gunboat	1900	2	750	Comdr. T. H. Stevens	Manila
Monadnock	U. S. monitor	2990	6	3000	Captain Mahan	Shanghai
Monocacy	U. S. gunboat	1370	6	850	Comdr. F. M. Wise	Taku
Monterey	U. S. monitor	1984	4	6241	Comdr. Drake	Hongkong
New Orleans	U. S. cruiser	1440	—	—	Lieut.-Comdr. Sperry	Amoy
New York	U. S. flag ship	200	24	17,401	Captain M. R. S. McKean	Amoy
Princeton	U. S. gunboat	1000	6	800	Commander J. E. Selfridge	Nagasaki
Rainbow	U. S. gunboat	1000	—	—	Comdr. Leander	Hongkong
Vicksburg	U. S. cruiser	1000	10	1118	Commander E. B. Barry	Manila
Wilmington	U. S. gunboat	1397	9	1594	Commander E. S. Fritt	Amoy



TELEPHONE NO. 250.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**ACHEE & CO**

17a Queen's Road.

**Furniture  
Dealers.**

**DRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM  
FURNITURE.**

**ELECTRO-PLATED,  
GLASS and  
CHINA WARES.**

**PASTEUR'S MICROBE-  
PROOF FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH  
TOWELS and  
COUNTERPANES.**

**COOKING RANGES,  
KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.**

**WM. POWELL,  
LIMITED.**

**Dressmaking**  
in all its Branches.  
By Experienced Eng-  
lish Dressmaker. Cut,  
Fit and Style Guar-  
anteed.

**Handsome**  
**range of Silks**  
now in Stock.

**Everything**  
for Ladies' & Children's  
Wear.

**Cinematographs!**  
**Cinematographs!**

**Gentlemen's**  
**Department.**

**NECKWEAR,**  
Gloves, Half Hose,  
Pyjamas,  
Flannel Shirts.

**SMART and  
STYLISH  
RAIN COATS.**

**WM. POWELL, LD.**  
28 & 34, Queen's Rd.,  
Opposite Post Office.

THE BEST SELECTION OF  
WHISKIES IN THE EAST.

**SCOTCH.**

Our own Bottling. Per Doz.  
F. O. S., very old Liqueur ... \$10.00  
Club ... 15.00  
Specially Selected ... 14.00  
Choice Old Highland ... 10.00  
Glenlivet ... 9.00

**IRISH.**  
Danville's V.R. ... 16.00

**AMERICAN.**

Canadian Rye, Sole Agents ... 19.00  
Fine Old Bourbon do ... 20.00  
Hayden's Bourbon do ... 21.00  
Jed Clayton's Rye do ... 22.00  
Canadian Club ... 21.00

**H. PRICE & CO.,**  
12, Queen's Road.

**MEMOS. FOR TO-MORROW.**

**Miscellaneous.**  
Transfer Books of The China Fire In-  
surance Co., Ltd., closed from this  
date to the 28th March, inclusive.  
Goods per *Kamohara Maru* not cleared  
on this date subject to rent.

**General Memoranda.**

FRIDAY, February 20:—  
5 p.m.—Meeting of Members of Hong-  
kong Rifle Association at the Hong-  
kong Hotel.  
Goods per *Bengal* not cleared at 4 p.m.  
on this date subject to rent.  
Goods per *Bambury* undelivered after this  
date subject to rent.  
SUNDAY, February 22:—  
Goods per *Bambury* undelivered after  
this date subject to rent.  
MONDAY, February 23:—  
Noon.—Meeting of Shareholders of  
Hongkong and Whampoa Dock Co.,  
Ltd., at the Company's Office.

**WHAT IS A COUGH?**  
A spasmodic effort to expel the mucus  
from the bronchial tubes. A cold  
cures a more abundant secretion of mucus  
and when the lungs and bronchial tubes  
are inflamed, they are extremely sensitive  
to irritation. Unless care is taken, the  
cold may result in pneumonia, which is  
a swift and deadly. If the cold is lingering  
one, the more leisurely but equally fatal  
consumption may set in. Do not neglect a  
cold or cough. Take Chamberlain's Cough  
Remedy. It always cures and cures quick-  
ly. For sale by All Dealers; WATSON'S  
LTD., General Agents.



Established A.D. 1841.

**A. S. WATSON & CO.,  
LIMITED.**

**WINE & SPIRIT MERCHANTS.**

**SCOTCH**

**WHISKY.**

**WATSON'S**

**CELEBRATED**

**BLEND**

**VERY OLD LIQUEUR**

**Scotch Whisky.**

A blend of the finest WHISKIES  
distilled in SCOTLAND, of great age, very  
fine and mellow.

Pronounced by Connoisseurs to be the  
BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50.

The following are also recommended,  
and are unsurpassed in quality:—

**A.—THORNE'S BLEND** ... \$12.00

**B.—GLENORCHY, MELLOW  
BLEND, a fine "SODA"**

**WHISKY of great age** ... 12.00

**C.—ABERLOUR-GLENLIVET** ... 13.50

**D.—H.K.D. BLEND of the Finest  
Old Malt SCOTCH WHISKIES** 16.00

**A. S. WATSON & Co., Limited.**  
**THE HONGKONG DISPENSARY.**  
14th February, 1903.

Publication of this issue commenced  
at 6.30 p.m.

**The China Mail.**

HONGKONG, WEDNESDAY, FEBRUARY 18, 1903.

It has taken the commercial community  
of Hongkong a considerable time to  
scow its courage to this sticking point,  
but, taking into consideration the enervating  
influence of those who sit in the seats  
of the mighty in this small Colony, it  
says much for the independence of  
thought and action of those who spoke  
at the Currency meeting this afternoon  
that they should have disregarded the  
timorous indecision and avowed help-  
lessness of the Committee of the Cham-  
ber of Commerce, rallied the members  
of that somewhat invertebrate body, and  
persuaded them to make a formal  
application to the Government for help  
to readjust the currency of the Colony  
and save themselves from ruin before  
it is too late. If ever the old adage of  
'God helps those who help themselves'  
applied to human affairs, it is in a  
matter of such vital importance as the  
currency of a country or Colony.

Whether it is a single institution or a  
combination—or merely an intangible  
law of nature—that rules the exchange  
between gold and silver-using countries,  
it is obvious to the meanest intellect  
that the instability of exchange is not  
stimulative of sound trade but rather  
the reverse. Even the Chairman of  
the Chamber of Commerce (Hon. C. S.  
Sharp), in the carefully-prepared speech  
he delivered at the Committee meeting  
on the 23rd December last, was con-  
strained to admit by implication that  
the trading community of the Colony  
had to face a crisis; but he arrived at a  
decision in favour of 'masterly in-  
activity' by a process of reasoning far  
from convincing to those who approach  
the currency question untrammelled by  
tradition. Regardless of the fact that  
China has not, in any sense of the word,  
a recognised currency as understood by  
western nations, for the fact of China is  
not to be compared with the sterling  
sovereign in Great Britain, the franc  
in France, the mark in Germany, the  
dollar in the United States or the yen  
in Japan, he declared that 'Hongkong  
is in no position to dream of a standard  
for herself apart from China,' to which  
the majority of the other members of  
Committee said 'Amen' and 'Amen.' But  
none of them showed why it was  
necessary for Hongkong to share in  
China's instability; they advanced no  
argument to show how it was necessary  
for Hongkong residents to sit down and  
calmly contemplate the rapid shrinkage  
of their capital in investments and  
savings; they might as well have said  
that the government of Hongkong must  
be conducted on Chinese lines as that  
the currency of the two must be  
identical. This is not the way in which  
the pioneers of British commerce have  
been accustomed to act. They have not  
usually been content to submit to losses  
or to admit their own helplessness. They  
have faced difficult situations with  
logical brains and enterprising  
determination, and so long as they pos-  
sessed the old qualities that made the race  
what it is, politically and commercially,  
there is no fear of British decadence at  
home or abroad.

This was the dominant note in the  
speeches at to-day's meeting. There  
was no attempt at the enunciation or  
elucidation of fine-drawn theories which  
nobody understands. Business men,  
with clear brains and a knowledge of  
business requirements, dealt with a  
matter of business in a business-like  
way. Facts, not theories, were ex-  
amined and dealt with; and although  
the resolution before the Chamber was  
merely in favour of an expert examina-  
tion of the situation with a view to the  
reconstruction of the currency, if con-  
sidered advisable, the speeches made by  
Messrs Osborne, Playfair, Wilcox and  
Michael pointed to the one conclusion,  
viz., that not only is the adoption of  
the gold standard in Hongkong advis-  
able but it is desirable that it should  
be adopted as soon as possible. Here  
were men representing trade, property,  
banking and public companies, all  
prepared with arguments in favour of a  
gold standard, and all able to support  
their arguments with facts that could  
not be gainsaid by any one present;  
and we are convinced that the more  
those speeches are looked into and con-  
sidered logically by thinking men of  
business the more readily will they  
arrive at the opinion that, no matter  
where China stands in the currency  
world, the interests of Hongkong are  
not bound up in her to such an extent  
that the Colony cannot have a stable

currency, free from the operations of  
financial institutions in the silver  
market. The adoption of a sterling  
currency or a gold standard will no  
more drive vessels away from Hong-  
kong or restrict the trade of the port  
than it will affect the solar system.

No country that has adopted the gold  
standard in the past has had reason to  
regret the change. But is there a  
silver-using country to-day that does not  
regret lost opportunities of putting the  
currency on a sterling basis? If the busi-  
ness men of Hongkong could have fore-  
seen twenty, or even ten, years ago the  
terrible shrinkage in capital due to the  
depreciation of silver, would they have  
hesitated to adopt a gold standard? It  
is scarcely imaginable that they would;  
and it is only the fact that Government  
servants are drawing exchange com-  
pensation and that several important local  
firms pay the salaries of their employes  
on the sterling basis that prevents a  
stronger and more unanimous outcry  
than there is now for the adoption of a  
gold standard in Hongkong and the  
sister colony of the Straits Settlements.

There are, in fact, many practical rea-  
sons why gold should be the currency  
standard in Hongkong, and only a hazy  
theoretical assumption that it would be  
prejudicial to local interests. Further  
examination of the facts will confirm  
the members of the Chamber in the  
course they decided to follow, and we  
have no doubt whatever that the enquiry  
following upon their action this after-  
noon will hasten the adoption of a  
stable currency in Hongkong. The  
thanks of the community are due to the  
members who signed the requisition for  
the special meeting, and to Messrs  
Osborne, Playfair, Wilcox and Michael,  
for putting the subject matter so clearly  
and convincingly before to-day's meet-  
ing.

**TELEGRAMS.**

[REUTERS SERVICE.]

**THE 'RAGGING' SCANDAL.**

LONDON, February 18, 1903.

Colonel Francis Lloyd has been recalled  
from half pay to command the 1st Gren-  
adier Guards, in succession to Colonel  
Kilohol retired.

**THE NEAR EAST.**

The situation in the Balkans is still  
grave, but it is believed in Constantinople  
that the presentation of the Austro-Russian  
Reform Scheme will clear the air.

**TURKEY AND THE ADEN  
HINTERLAND.**

The Standard states that the Porte has  
decided to give satisfaction to the British  
claims, and has ordered the complete  
evacuation of the Aden hinterland.

**THE CAPTURE OF KANO.**

After a fruitless bombardment of the  
main gate at Kano, the British stormed a  
smaller gate a mile distant. The storming  
party was headed by Captain Dyer, of the  
Guards, who was twice wounded. The  
enemy numbered 5,800. There was no  
street fighting. Colonel Lugard is now  
at Zaria, and will probably proceed to  
Kano to install the new King. The po-  
pulation of the country is tranquil and  
have accepted the situation.

**LOCAL AND GENERAL.**

**Notes by the Way.**

The English Mail of the 17th January  
was delivered in London on the 14th inst.

**The Currency Meeting.**

Subscribers desirous of obtaining  
copies of the *Overland China Mail* contain-  
ing a full report of the Currency meeting  
can have them on application to this Office.  
Price 35 cents per copy (cash). Only a  
limited number will be printed, so that  
orders should be sent early. Copies will  
be posted to any address supplied.

**The Canton Affair.**

The *N. C. Daily News* of the 14th inst.  
says:—A Canton dispatch states that,  
owing to the exposure by the Hongkong  
Government to the provincial Authorities  
of Canton of the recent projected attempt  
of members of the Triad Society on the  
lives of the former on Chinese New Year's  
Day, and owing to the fact that during  
1902 no less than fourteen revolutionists  
had been arrested by aid of the Hongkong  
police, and sent to Canton to undergo the  
last penalty for conspiring against the  
Manchu dynasty.—This, of course, is  
absolutely untrue.—Ed., *China Mail*.)  
Hongkong is now carefully avoided by  
those of the Triad Society who are 'want-  
ed' by the Chinese officials. It is now  
reported that quite a large number of those  
who were concerned in the recent fiasco,  
whose names have somehow got to the  
knowledge of the mandarins, are by this  
time either in French territory, the Malay  
States, or the Straits Settlements. If late  
accounts are to be trusted, there will  
be no doubt but that the attempt before long  
to capture a steamer in Kuangtung pro-  
vince, by sympathisers of those in arms  
against the Manchu government in Suifu  
and other provinces in that vicinity, will  
be successful, and will be so easily pre-  
sented to the ears of the officers of the  
Empire's Durance in the South.

**THE CURRENCY QUESTION.**

**MEETING OF THE CHAMBER  
OF COMMERCE.**

**Arguments in Favour of a  
Gold Standard.**

This afternoon, a special meeting of the  
Hongkong General Chamber of Commerce  
was held on the requisition of certain mem-  
bers to discuss the currency question. The  
Hon. C. S. Sharp (Chairman) presided,  
and there was a large attendance of mem-  
bers.

The Chairman said:—We have called you  
together on this occasion in conformity  
with the Rules, and in response to a re-  
quisition sent in by five members that a  
Meeting be held for the purpose of con-  
sidering the question of the currency.  
I propose, first of all, to make a few remarks,  
and then to call upon the requisitioning  
members, and any other member who  
may desire to take part in the discussion.  
I will preface the remarks I have to  
make by stating to members that as a Com-  
mittee we have not the smallest desire or  
intention to shelve the subject or to stifle  
discussion of it as a whole, as has been  
alleged against us in some quarters. The  
position has been as follows:—The Com-  
mittee duly considered the question, and  
have circulated for the information of the  
Members the opinions formed by them. As  
soon as the question of the currency was  
brought before them, they were com-  
pelled to see their way to advocate the  
policy of this Colony taking steps in regard  
to a change in Currency measures apart  
from China, and they therefore felt that  
there were no reasons on their part for  
refusing to discuss the question. They there-  
fore considered it the best course under these  
circumstances to acquaint members with  
their views on the subject, and to leave  
the initiative to Members themselves to  
requisition a meeting if members felt  
sufficiently strong on the subject, and  
could presumably bring forward good  
reasons for suggesting the desirability and  
possibility of introducing such a change,  
or any feasible proposals with regard to  
it, and all the more so that, surely, if  
feeling were at all general among Members,  
there should be no difficulty for any  
desirous of this course in getting the very  
small number of Members required by the  
Rules to requisition such a meeting. This  
requisition has now come about, and the  
Committee, in view of this evidence of  
interest on the part of members, welcome  
the opportunity given by the requisition-  
ing members to discuss the question, and  
may result from the exchange of views to  
be made. The Committee, as business  
men, freely admit the many disabilities  
imposed on the business of the Colony,  
and the position of it compared with the  
position of gold-using countries, by the over-  
fluctuating position and unsteadiness of the  
silver currency *vis-à-vis* gold, and generally  
we would not doubt welcome something like  
comparative stability; but the great  
difficulty with the silver currency is that  
the ruin of the British Empire can affect  
serious one it appears to be, is how to  
change to a gold basis so long as the foreign  
trade of China, in which the most im-  
portant portion of our trade lies, has to be  
transacted in a silver basis (apparently). It  
is true that during the past few weeks,  
since the matter was considered by the  
Committee, there appear to have been  
important changes in the situation in view  
of the conversion of China to a gold  
basis, and the fact that the Chinese  
Government is now endeavouring to effect  
a backward and conservative country be-  
hind possible, our difficulties in this  
matter will no doubt disappear to a great  
extent, if not entirely, but, if such a change  
cannot be brought about, it appears to the  
Committee that this Colony, by entering  
upon any change of Currency apart from  
China, would be incurring such grave risks  
of eventual calamity and disaster that they  
would require to be most sagacious and  
convincing reasons to go upon (very much  
more so than any have hitherto seen)  
change could command their support or  
serious consideration. The difficulties,  
concerned with the matter, are not  
with regard to the adoption of a gold  
currency as gold, so much as with regard to  
adopting a gold currency while the foreign  
trade of China is conducted in another  
medium. It is not borne in mind that  
there are several sides to this vital  
question. What may suit one side  
may easily be fatal to the other, and in  
all their deliberations, and in the matter  
of the Committee, despite in cor-  
relation with the silver currency, and the  
sides, and opinions begotten of self-  
interest, have endeavoured to approach  
the matter on the broad principle of what  
would be best for the trade of the Colony  
taken as a whole, and they hope that they  
may be given credit by members of this  
Chamber for having made an honest  
endeavour to follow the question out on  
these lines, whatever may be hinted by others  
to the contrary. (Applause.) It is scarcely  
necessary to remind members that what may  
suit the importer of foreign goods may be  
highly detrimental to the interests of the  
exporter of native goods and products to  
foreign countries; what may be to the  
advantage of the foreign manufacturer,  
the business of the Community with his  
earnings and for savings in Dollars, his  
home shipowner and others, may not suit  
all the local factors and industries, the  
local shipowners, and others with  
various interests, also, that any such  
change, as that, to a gold basis while  
China remains on a silver basis may be  
extremely prejudicial to native interests,  
and native trade, which bulk so largely in  
this Colony, and would undoubtedly have  
come in for a very great deal of attention  
in the course of considering the pros and  
cons of bringing about such a currency  
change. I merely mention these as a few  
of the instances which must claim serious  
attention in the consideration of such  
measures, and, as I have stated, we have  
had to try and think solely of the possible  
results of such a radical change as affecting  
not one set of interests, but as affecting  
in a favourable or adverse form the many  
different and important interests which go  
to make up the large sum total of the  
wealth and business of this Colony.  
(Applause.)

**PROPOSER'S EXPLANATION.**

Mr E. Osborne proposed the adoption  
of the following resolution:—

'That in the opinion of this meeting it  
is desirable the Straits Currency Com-  
mission should extend its enquiries to Hong-  
kong with a view to ascertaining whether  
the currency of the Colony is in a position  
to be maintained as it is.'

In doing so, he said:—At a recent meet-  
ing of the Committee of this Chamber, it  
was, I understand, decided by a majority  
of the members that no steps should be  
taken towards reform of local  
currency, that such reform would be  
impossible without jeopardising the trade  
of the Colony, and to use a hackneyed  
expression, that it would be impracticable  
to divorce our currency from that of our  
great neighbour, China. Many residents,  
however, hold views at variance with those  
of the majority of the Committee, and in-

stead of having been given to understand that  
the Committee themselves possess an  
open mind upon the subject, and will be  
glad to hear members' views on this very  
important question.

**THE POSITION.**

The position briefly is this:—The  
Committee of the Chamber are, for various  
reasons, opposed to any change in the  
currency, but those reasons have so far been  
offered only in terms of generality; they have  
never been expounded with precision, they  
have never been defined in detail. On the  
other hand, there are a number of men  
with large interests at stake, who, in the  
hope of saving the remnants of their capital,  
are most anxious for reform, whilst between  
these contending parties are probably the  
largest number of all, those who have made  
up their minds neither one way nor the  
other, awaiting further light upon the sub-  
ject. But one and all admit (no one can  
help admitting) that a great loss has taken  
place in the shrinkage of capital and invest-  
ment, and that the dollar is worth only  
one-half of what it was ten years ago.  
Those who agitate for reform hold that an  
unstable currency restricts and hampers  
trade, and that a depreciated dollar means  
increased expenditure, shrunken capital,  
and reduced savings. On the other hand,  
there are those who contend that a de-  
preciated dollar stimulates exports, that  
silver rises in sympathy with increased  
expenditure, that larger dividends com-  
pensate for reduced capital, and, in fact,  
that everything is adjusted in course of  
time. Each man naturally regards the  
matter from his own particular standpoint,  
his personal interests mould his views and  
to some extent, taint his judgment, and  
therefore, in discussing the complicated  
question it must be borne in mind that in-  
dividual opinions are largely based upon  
self-interest, and consequently more ex-  
pressions of opinion, vague assertions, and  
general statements, unsupported by solid  
argument, even though coming from the  
highest authority, should not be accepted  
as conclusive evidence on either side.  
But there is one common ground on which  
all conflicting interests can join hands, and  
that is, the interest of the Colony, and  
whatsoever makes for this, I think, be the  
right direction in which to seek for guidance.

**THE INTERESTS OF TRADE.**

Sound, wholesome trade, and by that I  
mean trade which brings revenue and  
certain profit to all concerned in it, con-  
centrates in particular places of the world  
not by virtue of any currency arrangements  
but by reason of well-defined fundamental  
causes, chief amongst which is perhaps the  
bounty of nature, and amongst others may  
be specially mentioned, geographical and  
political considerations. By the bounty of  
nature, I mean natural wealth derived from  
the soil, which, however, does not concern  
Hongkong, because it is a barren island,  
and below, in absolute barrenness, by  
geographical considerations, I mean real  
and lasting advantages such as Hongkong  
does possess in its magnificent harbour, its  
unique position as one of the natural  
centres of Far Eastern trade, and its proxi-  
mity to Canton, making it the re-pository  
of that great centre of industry and political  
considerations. I mean the security which is  
afforded to Hongkong by reason of its be-  
ing a first-class fortress which nothing but  
the ruin of the British Empire can affect.  
Hongkong stands to-day, and will continue  
to stand, the natural sea-port for Canton  
and the centre of distribution for neigh-  
bouring districts North, South, and West.  
Nothing can lessen its geographical ad-  
vantages, and nothing, unless a national  
disaster, can impair its unimpeachable  
security under the aegis of the British  
Crown. Such are the foundations on which  
our trade depends.

**CURRENCY INFLUENCE ON IMPORTS AND  
EXPORTS.**

Let us now consider what comprises that  
trade and how far each section of it is  
affected by Currency. First, take Exports,  
represented by the products of the soil,  
which, as we have already seen, do not  
exist, for the reason that Hongkong of itself  
produces nothing. Next take Imports,  
and in speaking of Imports I refer to con-  
sumption on the Island itself by its 200,000  
inhabitants; also the raw products brought  
here for manufacture and re-export; for  
neither Exports nor Imports can fairly  
include goods which come to us for distribu-  
tion to other ports. This section of our  
trade I will deal with later. We are now  
concerned with the trade of the Island.  
How will a gold standard affect the price of  
food commodities consumed on the Island?  
As regards those coming from a gold coun-  
try, and which are now paid for in gold,  
the obvious effect of the change will be to  
maintain steady prices. The cost of  
groceries, instead of continually increasing  
as it does now, will remain stationary, so  
far as exchange has any bearing on it, and  
there will be accordingly, as much less  
clerical work in the adjustment of prices.  
And as regards food and commodities com-  
ing from silver countries, which in other  
words means coming from Canton, prices  
in Hongkong would not be affected one  
way or the other, for such goods would  
continue to be paid for in silver, and the  
only alteration that could arise would be  
the creation of an exchange business be-  
tween this and Canton. Any tendency  
towards artificial prices in Hongkong would  
be neutralised by the movement of silver  
from Canton; the two places being so close  
and communication between them so fre-  
quent and cheap that they may be consid-  
ered to be practically one market. And the  
same remarks apply to Raw Sugar,  
Hemp and Limestone, brought here  
for manufacture into Refined Sugar,  
Rope and Cement. Raw Sugar from Java  
is already paid for in gold. Hemp is  
shortly to be so, and Limestone would  
continue to be paid for in silver. Similarly,  
material for local ship-building industries  
will cost no more because it is already  
paid for in gold.

**INFLUENCE ON LABOUR MARKET.**

Before proceeding to deal with that part  
of our trade which is connected with trans-  
fers of goods on their way to and from China,  
let us first see what influence a gold stand-  
ard will have upon the price of labour,  
because the one has a very great bearing  
upon the other. We are now upon debatable  
ground, in that it is impossible to fore-  
see exactly what the ultimate turn of events  
may be, but matters cannot be so much worse  
than they are now, because the Chinese are  
smart enough to take advantage of the con-  
tinual rise in prices to agitate on all sides  
for higher pay whether they are really af-  
fected by exchange or not, the result being  
perpetual disagreement and consequent  
injury to business. Opponents  
of reform say in effect that with a gold cur-  
rency the Labourer of Hongkong will  
receive higher wages than the Labourer of  
Canton, and that therefore Hongkong will  
be handicapped in its labour against Canton  
and neighbouring ports. This I take to  
be their argument, though I have never  
heard it explicitly stated. Now, gentlemen,  
what is it that mainly determines the price  
of labour all the world over, and especially  
so here in China? It is the cost of food,  
raiment and shelter, and according as these  
vary in price so, as a general rule, does  
the price of labour be affected. We have seen  
that a gold standard will not increase the  
price of imported food and raiment,  
and granting then that my deductions  
are correct, a gold standard will not  
increase the price of Hongkong labour.  
It is not the coin itself that the

Labourer looks at, but the purchasing power  
of that coin, and I contend that if a penny  
piece in Hongkong will purchase the same  
quantity of rice as a 10-cent piece in Can-  
ton, the Hongkong coin will accept in  
payment for his labour 3 penny pieces  
where the Canton coin accepts 30 cents.  
Furthermore, I believe the Hongkong  
coin, whatever our currency be, will con-  
tinue to accept the coins of the mainland  
just as he does now copper cash and the  
silver pieces of Kwang-tung, Peking, and  
Hankow, so that if he is a further  
argument that a gold standard will not  
affect the price of labour.

**THE TRANSIT TRADE.**

Concerning that part of our trade which  
comprises goods on their way to and from  
China, and which is by far the most im-  
portant section, viz., the import and ex-  
port of goods pending their distribution  
through surrounding districts; and the  
transshipment of goods from Canton into  
the interior, which cannot go to Canton for  
them, first of all, the trade in Canton  
is a natural centre for the collection and  
distribution of goods. We are told that  
no longer be purchased in Hongkong, and  
that the Hongkong merchant, the indent  
agent, the banks, and everyone concerned  
will have to conduct the trade in Canton.  
Why, I ask? How will the Chinese  
benefit by purchasing in Canton instead of  
Hongkong? Will he get the goods  
cheaper? In either case, the gold value  
has to be paid, and therefore the silver  
price will vary as much in Canton as it  
will do in Hongkong to-day. On the  
other hand, there are excellent reasons  
why this trade should continue to be con-  
ducted here, the principal one being that  
Hongkong is a natural centre for the col-  
lection and distribution of goods. We are  
told that the purchases of them will be  
conducted in Canton, and Hongkong will  
get the go-by; that merchants of Hongkong  
dealing in silk, tea, and cotton, will be  
forced to transfer their offices to Canton. Why,  
I ask? Is any Canton produce brought in  
Hongkong to-day? Practically none. The  
whole of it is bought in Canton, and so it  
will continue whether our currency is  
silver or gold, and with that, the silver  
and consequent increase in the cost of la-  
bour, the transshipment of Canton produce  
will be effected elsewhere, and Hongkong  
will be so much the loser. Where this new  
port of transshipment is to be located, is  
not made clear. It can hardly be con-  
tended that the great ocean liners will for-  
sake us for Canton or Mexico, for the very  
good reason that no deeply-laden vessel  
can get within miles of either place, and  
also there are no navigable rivers, and  
objections to be considered. Hongkong,  
as I said before, is the natural sea-port for  
Canton, and no change in currency  
arrangements can deprive us of that ad-  
vantage.

**FINANCING INTEREST TRADE.**

Now as to the question of financing  
interest trade, which I understand to be  
trade between two Chinese ports direct,  
such as Wuhu and Canton, much of which  
financing is done by Hongkong, and which  
we are told will leave us if we adopt a gold  
standard. I confess to being somewhat  
hazy on the point, having never yet had a  
clear example of what is meant, and until  
these general questions are settled, it is  
impossible to say whether it is apt to be  
increased or not. We are told that much of  
the interest trade is done by the export  
of China is financed in Hongkong, which  
financing I clearly understand must be some  
extent of the Hongkong currency, and which  
we are told would seriously prejudice our  
property remains yet to be shown. And  
in this connection it may be well to point  
out here a serious disadvantage from which  
the Colony suffers, viz., that a large  
proportion of our property is invested in  
securities, invested out of it, an ill-  
illustration of which is afforded by the  
Hongkong and Shanghai Bank's gold  
reserve, so that, although it may be  
argued that a gold standard is not neces-  
sarily a







## Shipping.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIFEST, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. O. Ferd. Loefer, Capt. Fuchs, 26th February, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Bamberg, Capt. KIRCHNER, 10th March, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Andalusia, Capt. VON DORRER, 24th March, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

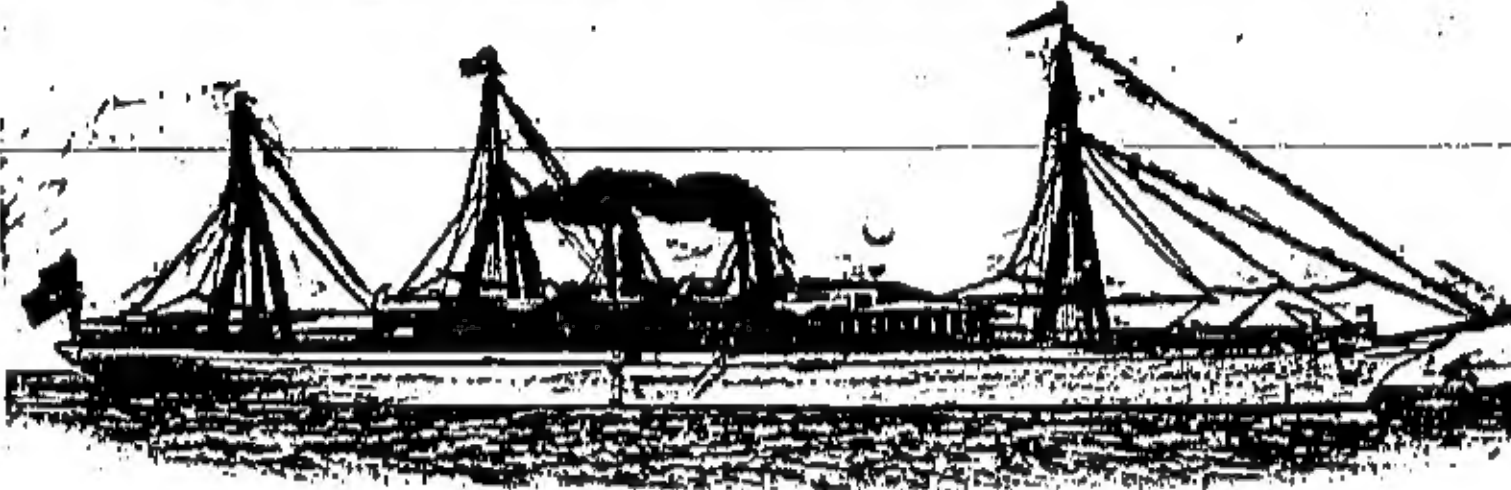
S.S. Königsberg, Capt. MAYER, 7th April, 1903. Freight and Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

For further particulars, apply to  
**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE,  
Queen's Buildings, No. 1.

1089

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
Leaving at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

STEAMSHIP	Tons	Captain	Day
R.M.S. TARTAR	4425	WEDNESDAY, Feb. 25.	
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY, Mar. 18.	
R.M.S. ATHENIAN	3882	WEDNESDAY, Mar. 18.	
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, April 1.	
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, April 22.	
R.M.S. TARTAR	4425	WEDNESDAY, May 6.	
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY, May 13.	
R.M.S. ATHENIAN	3882	WEDNESDAY, May 27.	
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, June 3.	
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, June 24.	

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
PEDDER STREET, 1112PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE &amp; YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP TONS CAPTAIN HONGKONG.

INDRAPURA 4899 A. E. Hollingsworth February 28, 1903

INDRASAMIA 6197 R. P. Craven March 10, 1903

INDRAVELLI 4899 W. E. Craven April 16, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight, and further information, communicate with or apply to

PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, 13th February, 1903.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers Destinations Sailing Dates.

SANUKI MARU, W. Townsend, { MARSEILLES, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO &amp; PORT SAID. } SATURDAY, 21st Feb., at Daylight.

IYO MARU, C. H. Butler, { VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA. } TUESDAY, 24th Feb., at 4 p.m.

KAGOSHIMA MARU, K. Kori, { BOMBAY, Via SINGAPORE and COLOMBO. } TUESDAY, 24th Feb., at Noon.

ROMBAY MARU, T. Murai, { MOJI, KOBE AND YOKOHAMA. } TUESDAY, 24th Feb., at Noon.

KUMANO MARU, E. W. Haswell, { NAGASAKI, KOBE AND YOKOHAMA. } FRIDAY, 27th Feb., at Noon.

ENABA MARU, W. Bainbridge, { KOBE AND YOKOHAMA. } FRIDAY, 27th Feb., at Daylight.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. Mihara, Manager

Hongkong, February 16, 1903.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED,

## CHINA MUTUAL STEAM NAVIGATION

## COMPANY, LIMITED.

## JOINT SERVICES.

## FORTNIGHTLY SAILINGS FOR LONDON.

## MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	NESTOR	20th February.
GLASGOW AND LIVERPOOL	ACHILLES	23rd February.
GLASGOW AND LIVERPOOL	KINTUCK	26th February.
GLASGOW AND LIVERPOOL	GLAUCUS	6th March.
GLASGOW AND LIVERPOOL	GLAUCUS	11th March.
GLASGOW AND LIVERPOOL	GLAUCUS	21st March.

The S. S. NESTOR left Singapore on the 14th inst., and is due here on the 20th inst.

The S. S. ACHILLES left Singapore on the 17th inst., and is due here on the 23rd inst.

## HOMEWARDS.

## LONDON BERTH.

FOR LONDON, Via GENOA

LONDON

LONDON

LONDON

The S. S. DARDANUS left Singapore for Amoy on the 14th inst., and is due here on the 20th inst.

## LIVERPOOL BERTH.

(Taking Cargo at London Rates.)

LIVERPOOL

LIVERPOOL

MARSEILLES &amp; ANTWERP

## TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, AND TACOMA.

All PACIFIC COAST PORTS, VIA

Kobe &amp; YOKOHAMA

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, February 18, 1903.

## CHINA NAVIGATION CO., LD.

FOR SHANGHAI, HANKOW, KANGHAI, KONGHONG, 19th February.

SHANGHAI, HANKOW, KANGHAI, KONGHONG, 20th February.

TIENTSIN, NANCHANG, 23rd February.

MANILA, SINGAPORE, 24th February.

CEBU, LALO, 26th February.

MOY, SAMARANG &amp; SOUBABAYA, SHANTUNG, 6th March.

MANILA, THURSDAY ISLAND, COOK, 11th March.

TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELB., 11th March.

Kobe, CHINGTU, 18th March.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivelled Table.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, February 18, 1903.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS Sailing Dates.

STUTTGART, 18th Feb., 1903.

FREISSEN, 18th Feb., 1903.

HAMBURG, 18th Feb., 1903.

PRINZ HEINRICH, 1st April, 1903.

SAOEN, 15th April, 1903.

KLAUSCHOU, 22nd April, 1903.

BAYERN, 13th May, 1903.

BOON, 27th May, 1903.

PRINZ REG. LUITPOLD, 11th June, 1903.

GNEISENAU, 28th June, 1903.

\* Steamers of the Hamburg-Amerika Linie.

\* Calling at Amsterdam.

ON WEDNESDAY, the 18th day of February, 1903, at Noon, the Steamship STUTTGART, of the Norddeutscher Lloyd, Captain P. Gnosch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 16th February, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 17th Feb., and Parcels will be received at the Agency's Office until Noon on Tuesday, the 17th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Lines can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers &amp; Co., Agents.

1847

## NORTHERN PACIFIC S.S. CO

## BOSTON STEAMSHIP CO.

## BOSTON TOW-BOAT CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

## FOR VICTORIA, B.C., AND TACOMA

## IN CONNECTION WITH

## NORTHERN PACIFIC RAILWAY CO.

Steamers Tons Captains 1902.

SHAWMUT 9006 W. M. Smith Feb. 25.

LYRA 4117 W. Williams March 10.

VICTORIA 3502 J. Panten March 17.

HYADES 3753 G. Wright March 24.

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, apply to Dodwell &amp; Co., Limited, General Agents.

Hongkong, February 10, 1903.

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named:— STEAMSHIP CAPTAIN DATE.

LONDON &amp; ANTWERP Via SINGAPORE, Ceylon, W. HAYWARD 19th Feb., at 10 a.m.

SINGAPORE, Ceylon, W. HAYWARD 19th Feb., at 10 a.m.

Y.M.A. Via SINGAPORE, Ceylon, E. G. ANDREWS About 24th Feb.

MOJI AND KOBE, Ceylon, A. L. VALENTINI Noon, 24th Feb.

LONDON, Ceylon, A. L. VALENTINI Noon, 24th Feb.

SHANGHAI, Ceylon, V. B. PALMER, R.N.R., 28th February.

SEAI CHONG, Ceylon, C. J. BERTON, R.N.R., 21st February.

LONDON &amp; ANTWERP, Via SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon, 4th March.

SINGAPORE, Ceylon, E. P. MARTIN, R.N.R., Noon







Exclusive of late Arrivals and Departures reported to-day:

### Vessels Advertised as Loading.

## SHIPPING.

Exclusive of late Arrivals and Departures reported to-day:

Exclusive of late Arrivals and Departures reported to-day:

1990-1991

		Date of Leaving.
Swire & Co.	February 20.	
Swire & Co.	Feb. 20, at noon.	
Swire & Co.	Feb. 24, at noon.	
Swire & Co.	Mar. 5, at noon.	
Swire & Co.	February 28.	
Swire & Co.	March 10.	
Swire & Co.	March 5, Daylight.	
Swire & Co.	February 21.	
Swire & Co.	Feb. 28, at noon.	
Swire & Co.	February 25.	
Swire & Co.	Feb. 20, at noon.	
Swire & Co.	Feb. 27, at noon.	
Swire & Co.	Feb. 19, at Noon.	
Swire & Co.	Feb. 21, at 3 p.m.	
Swire & Co.	February 28.	
Swire & Co.	Feb. 21, Daylight.	
Swire & Co.	Feb. 28, at 1 p.m.	
Swire & Co.	February 28.	
Swire & Co.	February 24.	
Swire & Co.	Feb. 20, at 5 p.m.	
Swire & Co.	Feb. 24, Daylight.	
Swire & Co.	Feb. 19, at noon.	
Swire & Co.	February 19.	
Swire & Co.	February 23.	
Swire & Co.	February 21.	
Swire & Co.	About Feb. 22.	
Swire & Co.	February 28.	
Swire & Co.	March 16.	
Swire & Co.	April 16.	
Swire & Co.	Feb. 24, at noon.	
Swire & Co.	February 22.	
Swire & Co.	Feb. 19, at 10 a.m.	
Swire & Co.	February 25.	
Swire & Co.	February 23.	
Swire & Co.	February 25.	
Swire & Co.	March 11.	
Swire & Co.	March 18.	
Swire & Co.	February 21.	
Swire & Co.	February 25.	
Swire & Co.	Feb. 24, at 4 p.m.	
Swire & Co.	About Feb. 22.	

5	CU	\$133, buyers
0		2964, sales & buyers
0		\$325, buyers
0	all	\$207, sellers
0	26	\$50
0	24	\$40, sellers
0	Tia100	Tia. 177, sellers
0	50	\$23, buyers
0	all	\$44, sellers
0	16	\$34, buyers
0	all	\$57
0	10	\$52, buyers
0	5	\$14
0	E. 1	\$21.10
0	Tia100	Tia. 225, sellers
0	Tia 50	Tia. 53, buyers
0	Tia100	Tia. 160, buyers
0	Tia100	Tia. 160, buyers
0	all	\$102, buyers
0	all	\$124
0	Tia 50	Tia. 70, sellers
0	all	\$39, buyers
0	Tia190	Tia. 510, sellers
0	100	\$177, sellers
0	Tia 50	Tia. 113, sellers
0	30	\$30, buyers
5	Tia. 25	Tia. 16
0	all	\$114, ex div.
0	50	\$524, buyers
0	all	\$327
5	all	\$11, sellers
0	all	\$11, (m)

0	at	\$600, sellers
1	18/10	\$74, buyers
0	all	\$143, sales
0	\$ 50	\$30
0	Tls.50	Tls. 140
26	\$ 25	\$32, sales
0	all	\$14
0	\$ 10	\$9
0	all	\$140, buy. r.
0	Tls.50	Tls. 117, sellers
0	\$ 10	\$13, buyers
0	\$ 5	\$8.55, sellers
0	\$ 10	\$21, buyers
0	\$ 50	\$15, buyers
6	1/2/9	\$1, buyers
0	\$ 5	\$3, sellers
0	\$ 10	\$7
0	\$ 10	\$40, sellers
0	\$ 10	\$11
1	all	\$11, buyers
0	all	\$228
2	\$ 20	Tls. 393, buyer
0	all	comint
0	all	\$110, ex div., buyers
0	\$ 10	\$17, sellers
0	Tls.10	Tls. 40
5	Tls.75	Tls. 40
0	Tls.100	Tls. 44

0	10	\$4, sellers
0	15	\$23, sellers
0	20	\$22, sellers
0	20	\$50, nominal
0	all	\$35
0	10	\$21, buyers
0	60	\$30, sellers
1	C.O.	\$50, sellers

Interest	Quotation
p. annum 10	prim.

and SMITH, Share-brokers,

5 Wyndham Street, Hongkong.